

Canadian National Railways

built for \$2,800,000. For instance, we cannot compare it with the line which was built to Knob Lake, or we cannot compare it with the line that was built to Lynn Lake a few years ago. I remember the resolutions that came before the house with respect to those railways and the bills that made possible their building. It cannot be compared perhaps with the Chibougamau railway that is being built in the lake St. John and Chibougamau area. Nevertheless, the fact that this railroad is being built into mines in the centre of the province of New Brunswick gives us a certain thrill and a certain feeling that we are in the same category as are some of these other places I have mentioned.

We realize what those other lines have meant for other parts of this Dominion of Canada. We all realize what they have meant to the people in the way of employment. We realize the great wealth they have brought to those sections. We realize that they have meant the growth of the population of those sections. I am thinking of such towns as Seven Islands. Just the other day I was told that the town of Seven Islands had increased in population from 800 to 8,000. We are also told that in the Chibougamau area there is a large city in the process of development. One does not know just what the final results may be in matters of this kind.

I think I should express the hope that this railroad will not be used just as an agency for the siphoning off of the raw materials of that part of our province. Mind you, we are not objecting to the shipment of some raw materials. However, we in the province of New Brunswick hope that it will not be only a matter of producing raw materials in the mines, putting them on the railroad cars and shipping them, as the minister said a few moments ago, either to Saint John or to—

Mr. Marler: Halifax.

Mr. Brooks: —Halifax or perhaps to Bathurst or Newcastle for shipment overseas. At the present time we are shipping concentrates of ore through the town of Bathurst. Just the other day I read that in the harbour at Bathurst there were over a quarter of a million tons of concentrates waiting for shipment overseas. What we hope is that besides producing the ore the time may come, and that it may not be far distant, when these concentrates or these ores will be processed by smelters in our own province.

There is a great need for smelters in eastern Canada. I have been reading reports from Quebec to the effect that Quebec hopes to have a smelter for the iron ore in its own province. That has reference to the great quantity of iron ore that is being carried

[Mr. Brooks.]

down from Knob Lake to Seven Islands and shipped from there down to the United States. Speaking in general, I think if the iron ore in Labrador were to be smelted in this country—either in Quebec or in the maritime provinces—it would mean much more to the people of this country. We in New Brunswick are therefore hoping that with respect to this rich ore we have, it will not be just a case of producing it and shipping it on this new railroad that is being built in New Brunswick and, as I said a moment ago, sending it out of the country for most of the work to be done by people in other parts of the world, either in Europe or in the United States.

There has been a good deal of newspaper comment lately on this mineral development in New Brunswick. I should just like to quote from the *Telegraph-Journal* of April 21, just a few days ago, with regard to the further development of this area. This article reads in part as follows:

One of the problems still to be overcome—

This is speaking of the problems in New Brunswick.

—is the development of hydro power to sustain all operations and eventually operate a big smelting plant. This proposed smelting plant, one of Premier Flemming's favourite subjects, will cost an estimated \$30 million. Until this is built, ore will be shipped mainly to European smelters.

Some officials are hopeful that sulphur mines may be developed in the ore-streaked territory when base metals of lesser value would be a by-product. Some of the ores contain up to 40 per cent sulphur.

I was also pleased, Mr. Chairman, to note an article which appeared in the *Ensign* of Montreal on March 24, in which it reviews the outlook for the different provinces for the next 25 years. The article was written by William J. Dewan. In speaking of New Brunswick he had this to say:

No longer content to remain "one of the weakest links in the Canadian confederation", and sick of being treated by the rest of Canada "as if we were complaining poor relations or querulous beggars", New Brunswick looks for a much happier second half of the twentieth century.

Recent discoveries of large deposits of base metal ores within the province are the major factor in the new outlook.

He mentions the great recent discoveries of minerals in the northern part of New Brunswick, but the important part of the article reads as follows:

New Brunswick fails to see why, within the framework of confederation, a formula cannot be evolved to permit the initiative and industry of any group, aided by a broad and equitable policy of the central authority, to produce a well-balanced economy across Canada for the betterment of the whole nation;

We are very grateful to the *Ensign* for that statement. I think it applies very aptly